

10/500886

DT04 Rec'd PCT/PTO 07 JUL 2004

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1.(original) Motor driven cargo vehicle with an automated clutch (33) and a transmission (39) between the engine (31) and the vehicle drive wheels (52), comprising an electronic control unit (54) for controlling the engine, and an electronic control unit for controlling the transmission and the clutch, depending on a set position of a manual gear selector (53), said control unit being arranged, with the gear selector in a position (D) for automatic shifting at starting off, to select a starting-off gear speed which is determined by a gear selection strategy stored in the control unit, which is dependent on various control parameters fed into the control unit, which comprise at least road incline and vehicle weight, **characterized** in that the transmission control unit (19) is arranged at starting off to select the highest gear speed making starting off of the vehicle (10) possible with the engine torque available at engine idle speed, introducing an amount of energy from the engine (31) to the clutch (33) amounting, at most, to a predetermined maximum value.

2.(original) Motor-driven cargo vehicle according to claim 1, **characterized** in that the transmission control unit (19) is arranged - if no gear speed makes possible starting off of the vehicle with the available engine torque at engine (31) idle speed when introducing an amount of energy amounting to said predetermined maximum value - to select the lowest gear speed of the transmission (39).

3.(original) Motor-driven cargo vehicle according to claim 2, **characterized** in that the engine control unit (54) is arranged - if the torque at engine (31) idle speed is insufficient to start off the vehicle within a predetermined period of time in the lowest gear speed - to raise the engine speed to an rpm which is higher than the idle rpm at the request of the transmission control unit (19).

4.(currently amended) Motor-driven cargo vehicle according to ~~one of claims 1-3~~ claim 1, **characterized** in that the engine control unit (54) is arranged, at the request of the transmission control unit (19), to keep the engine at an idle rpm of approximately 600 rpm and a predetermined maximum value of the introduced amount of energy of approximately 20 kJ.

5.(new) Motor-driven cargo vehicle according to claim 2, **characterized** in that the engine control unit (54) is arranged, at the request of the transmission control unit (19), to keep the engine at an idle rpm of approximately 600 rpm and a predetermined maximum value of the introduced amount of energy of approximately 20 kJ.

6.(new) Motor-driven cargo vehicle according to claim 3, **characterized** in that the engine control unit (54) is arranged, at the request of the transmission control unit (19), to keep the engine at an idle rpm of approximately 600 rpm and a predetermined maximum value of the introduced amount of energy of approximately 20 kJ.